

City of Issaquah
Development Services Department
Administrative Site Development Permit

NOTICE OF DECISION

TO: Pete Lymberis
Intracorp
2505 Second Ave, Suite 300
Seattle, WA 98121

SUBJECT: Administrative Site Development Permit for mixed use in Parcel 16-1 at Talus.

Number: ASDP13-00015

Decision Date: January 31, 2014

Request: Application for an Administrative Site Development Permit for 25 multi-family residential units and 6000 sq. ft. for commercial/retail use on a 1.13 acre site. The site consists of six (6) three-level residential buildings with individual garages below the residential. Additionally, two, 2-level commercial/retail buildings, plaza, landscaping and surface parking are provided. Three residential units are requested for provisional approval.

Location: Parcel 16, Lot 1 of Talus, bordered by:
North: Talus Drive and Parcel 1, multi-family
West: Shy Bear Way and Parcel 13, mixed use townhouses and retail
South: Cougar Ridge Road and Parcel 16, Lots 2 and 3 (townhouses)
East: Parcel 16, Lots 2 and 3 (townhouses)

Decision: On January 31, 2014, the Development Services Department approved an Administrative Site Development Permit based on the October 2, 2013 submittal, and as revised on January 29, 2014, and is subject to the following conditions:

Site/General

1. The landscaping and site detail shown outside of the lot boundaries on the plans are not approved through this decision, except for those elements required by this permit, e.g. on-street parking. The applicant must receive permission to work on adjacent property or ROW.

NOTES

1. If any of the Conditions or portion thereof is declared invalid or unenforceable, the application must be remanded to the Responsible Official for reconsideration and evaluation for consistency and appropriateness of the remaining Conditions.
2. Appeals may be filed by the applicant, the City Designated Official, property owners within three hundred feet of the proposed action, or other persons claiming to be directly harmed by the proposed action within 14 calendar days after the Designated Official issues the decision and mails it to the applicant. Appeals shall meet the Criteria identified in Section 5.2 of Appendix J of the Development Agreement and follow the process identified in that Section.
3. Any major change (as determined by the Responsible Official) to the approved site plan or accompanying drawings must be reviewed and approved by the Urban Village Development Commission. Less substantial changes may be approved administratively by the Responsible Official.
4. Building, utility, and sign permits will not be approved unless all applicable Conditions of this Notice of Decision are satisfied to the satisfaction of the Responsible Official.
5. This action does not indicate nor imply that any development activities may occur without the required permits being issued.

2. Remove or revise the one-way arrow on the northern leg of Cougar Ridge Road.
3. Prior to submitting construction permits, determine where USPS will require Parcel 16-1's mail kiosk and incorporate it into the site design of Parcel 16-1. The location of the USPS mailbox needs to be adjusted so it does not displace on-street parking or the walkway between Buildings 3 and 4. Final placement will be confirmed through the construction permit review.
4. At least 6,000 square feet of retail/office square footage, shall be provided on Parcel 16-1. Foundations for either Building 1 or 6 must have been constructed prior to the issuance of the first Temporary Certificate of Occupancy issued to any building in Parcel 16-1. Buildings 1 and 6 must be complete prior to issuance of Temporary Certificate of Occupancy for the last of the residential buildings, Buildings 2 through 5.
5. The applicant does not intend to construct the project in phases. However, in the event the project is phased, the Designated Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements, and minimizes construction impacts to adjacent neighborhoods. For example, Talus Drive modifications must be complete prior to occupancy of Building 3 to provide a portion of its parking.
6. Submit a plan that shows any modifications to Talus Drive, including transitions to existing improvements. Talus Drive modifications must be complete prior to occupancy of Buildings 1 or 6 in order to demonstrate that the necessary commercial/retail parking is provided.

Pedestrian

7. All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc.... There shall be at least two steps in each stair and they shall be generally level. All pedestrian pathways must be paved in concrete, pavers, or other pedestrian friendly materials and shall not be paved in asphalt.
8. The design of the pedestrian route shall fulfill the Master Trails plan and create a pedestrian friendly route through the site that is comprehensible, pedestrian friendly, direct, and interesting. Signage and distinctive trail elements, such as lighting, will be provided to guide users to and through Parcel 16-1's portion of the trail. The trail shall be encumbered by easements to the City that allow access by the general public. This

easement will be dedicated prior to Certificate of Occupancy for the first building.

9. A public access easement shall be granted to the City to provide pedestrian access for the portions of sidewalk that are located on private property.
10. Crosswalk across Shy Bear Way, at Talus Drive, shall be completed with this parcel. Show the design in site utility permit.
11. Surrounding rights-of-way and streets must be ADA compliant. Non-compliant curb ramps at the intersections of Talus Drive and Shy Bear Way and also at the intersection of Shy Bear Way and Cougar Ridge Road must be reinstalled to meet ADA and City of Issaquah standards. In addition, any non-compliant sidewalks adjacent to the site must be repoured to meet ADA and City of Issaquah standards.
12. Sidewalks through driveway approaches must maintain a continuous grade, as shown in City of Issaquah Standard Detail T-05. Provide clear design of driveway area, including curb returns.

Landscape

13. Compliance with the water conservation standards shall be evaluated as part of the Utility or Building Permit which includes landscape.
14. Root barrier at least 10 feet in length shall be installed adjacent to any publicly owned sidewalks, curbs, roadway, or similar types of paving where trees will be located within 8 ft. of any paving.
15. Street trees on Cougar Ridge Road will match the type and spacing (genus, species) previously planted on the south side of the street. Street tree installation (tree wells or parking strips) on all three streets surrounding the site will match that on the opposite side of the street. Minimum tree well size is 4 ft x 6 ft.
16. The design approach for the planting area, east of parallel stall 5 and the entry drive, shall be one of dense, native planting. Plantings at different scales (groundcovers, shrubs, trees) shall be employed to create an interesting transitional landscape between Building 23 of Parcel 16-2 and the Building 3 of Parcel 16-1. Trees shall be selected and located to both create a screen as well as openings, consistent with the mountain village character; consideration shall be given to windows and views in Parcel 16-1, Building 2 as well as Parcel 16-2, Building 23. Trees shall be grouped to create stands. If the owner(s) of Building 23, Parcel 16-2 allows and approves landscaping in the easement on their lot, landscape screening shall extend into the easement located on that property. In addition, if the wall adjacent to the east property line is over 4 ft in height, measures shall

be taken to enhance it, including material selection, landscape (including cables and vines), etc...

17. The walkways north of Buildings 3 and 4 shall be placed in a pedestrian friendly manner which also consolidates the landscape area away from the drive aisle to the north.
18. The trail must provide 4 ft landscaped borders or submit an AMM (Administrative Minor Modification) prior to the submittal of any additional permits to modify how the project will achieve the trail border and parking lot hedge requirements. Currently the proposal does not provide either the hedge or the full border near the surface stalls adjacent to Building 4 and next to Unit 3 in Building 1.

Urban and Building Design

19. The design and construction of the Buildings must accommodate and facilitate the achievement of the Village Center and Village as envisioned in the Development Agreement as well as a minimum of 6,000 sq. ft. of non-residential uses as required by AM04-001EV. This would include:
 - a. Buildings 1 & 6 shall be constructed so that a minimum of 6,000 sq. ft. is provided for non-residential uses and all units within the building must meet building codes and ADA requirements for non-residential use. The upper levels of the retail/commercial units may be used provisionally for up to three (3) residential units.
 - b. Each unit shall have the capability to be individually metered for potable water; thus there could potentially be 6 sub-meters with the Master Meter.
 - c. Ground floor units must be designed with a retail character including weather protection, shop windows, and entrances from the plaza or toward the street.
 - d. Upstairs units must be designed to be used separately for non-residential uses, e.g. commercial or office uses. This would include for instance, facades that are interesting, welcoming and pedestrian oriented; doors with glass and/or other elements that are "front" doors; stairs easily accessible and which may be segregated from the ground floor uses.
 - e. Non-residential style architecture.
 - f. To ensure that the non-residential unit's use is clear in the future, the Applicant shall record on the title of the non-residential units that the entitlement exists to use them for retail and/or commercial; or another mechanism acceptable to the Designated Official. This shall occur prior to the sale of any unit in Building 6 or the western units of Building 1.
 - g. Marketing materials must be used in the sale of Buildings 1 and 6's units that explain the non-residential potential of the upper floor units. This shall be reviewed and approved by the City.

20. No portion of the plaza which is credited toward meeting the Recreational Requirement may be fenced off for the exclusive use of a business. Also a 5 foot clear path through the parcel must remain open and unencumbered by tables, chairs, fences, and similar site furniture at all times.
21. Minimize the amount of landscape, grade difference, and stairs separating the plaza from the adjacent sidewalk to maximize the interconnection between the street and the plaza/retail space. The potential of increasing the grade of the plaza and retail spaces 1-2 feet or providing a grade change within the plaza shall be evaluated prior to Utility, Landscape, or Building Permit submittal. A minimum of 50% of the Village Square plaza's adjacent to public streets shall be open, i.e. allow pedestrians to move between the street and sidewalk which may include stairs with no more than 2-3 steps, or as otherwise approved by the Designated Official, and avoid plazas below grade as much as possible. Trees around the plaza shall be reviewed for their impacts to solar exposure.
22. Parcel 16-1 as part of the Village Center and containing a portion of the Village Square shall be designed to create the lively, pedestrian oriented character as described in the Development Agreement. Achievement of this will include:
 - moving Buildings 1 and 2 as close as possible to Talus Drive and Buildings 5 and 6 to Shy Bear Way; where buildings cannot be moved closer to roadways, utilize urban elements to provide a strong connection to the adjacent sidewalk such as expanding the sidewalk, terraces, stairs, etc...
 - Building 1 and 2's Talus Drive side will be interactive with pedestrians to the extent possible. Landscape, if included, between the sidewalk and building will not be used as a screen or buffer, but provide an attractive, urban element that is friendly to pedestrians.
 - all buildings shall provide windows and balconies facing adjacent streets.
 - avoiding blank walls especially at the pedestrian's level; if blank walls are unavoidable, articulation or other features should be provided. Appropriate articulation and features would include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.
 - lower foundation walls proposed adjacent to sidewalks or Parcel 16-2 shall be reviewed by the Development Services Department to ensure they are designed to be consistent with the adjacent buildings, and that their mass is softened through patterns, landscaping, and/or articulation.
 - the urban design of Parcel 16-1 shall support a continuation of the sociable public realm from across the street or as a continuation of the street. For example, Building 1, the plaza, and their adjacent sidewalks shall relate to Tracts D and E across Shy Bear Way NW, whether as a retail center or recreation space, including a 10 ft sidewalk on Shy Bear

Way; Buildings 3, 4 and 5 shall urbanistically relate to residential buildings in Parcel 16-2, both on Shy Bear Way and Cougar Ridge Road.

23. Weather protection shall be provided on the commercial portions of Buildings 1 & 6 at pedestrian entries along Shy Bear Way and the Plaza and shall be a minimum of 6 feet in depth and not less than 8 feet, or more than 12 feet, above the walking surface; as the weather protection is raised, weather protection shall increase in depth to provide the equivalent level of coverage for the pedestrian.

Parking

24. The modification to Talus Drive shall generally be based on the configuration shown on Sht. 3 of 6 "Preliminary Grading Plan" of the October 2, 2013 ASDP submittal.
25. At Building Permit, the Development Services Department will confirm that the configuration of the dwelling units is consistent with the IBC definition of what is and is not a bedroom.
26. With the Building Permits for Buildings 1 and 6, the Applicant shall demonstrate how parking will be assigned for the uses within each unit consistent with the regulations of the Development Agreement and the assumptions provided in the Notice of Decision.
27. Bike racks shall be distributed throughout the site for use by patrons, visitors and residents, and some must be in covered locations, if they can be identified. The back racks shall be positioned to not block the sidewalk, walkways, entrances, parallel parking, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit. The actual number of bike parking spaces may be adjusted by the final unit count.
28. For surface parking stalls which have low landscape or additional hardscape at the head of the stall, it is strongly encouraged to reduce the paved portion of the stall length by up to 2 ft so long as the car can overhang the landscape or hardscape by an amount equivalent to the reduction. The overhang shall not impact pedestrian walkway widths or the proposed landscape. This shall be clearly indicated on all building, landscape, and/or utility permits which permit parking.
29. Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls.

30. The driveway shown for the ADA stall located between Building's 5 and 6 shall be reduced in width to the maximum extent feasible in order to reduce the impact to the pedestrian environment.
31. The number, type, and location of ADA compliant parking spaces is provisionally approved. Final review will occur with the Building Permit to ensure that the provided parking stall meets ADA standards for Barrier Free parking stalls.
32. Drives and drive aisles will be only 18-20 ft wide where cars will not be backing out.
33. Portions of interior drives not used for parking shall be signed "No Parking" as appropriate.

Utilities

34. All dry and wet utility vaults, meters, equipment, and appurtenances are assumed to be shown on the ASDP submittal. Anything not shown on the ASDP submittal is assumed to be located within the structure. Any revisions or additions to what the ASDP has shown and approved outside of the structure requires a modification to the ASDP, except fire hydrants.
35. Hydrants, PIVs, FDCs within the property shall be located to minimize their impact on landscape and aesthetics while acknowledging they must be located for important functional purposes. To the extent possible, use riser rooms, instead of PIVs.
36. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... should take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
37. Wall tie-backs or geogrid fabric may not be constructed within the Right of Way.
38. Exterior lighting shall be reviewed with the utility, landscape, and/or building permits. A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. Full cut off fixtures will be used and lighting shall be located in areas where drivers and pedestrians are likely to be.

The lighting plan shall comprehensively address building, street, plaza, alley, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a point-by-point photometric calculation, stamped

by a professional engineer, showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation.

39. Modify the following utility and road elements as indicated:
 - The 8" water main is too small to meet the City's velocity criteria during a fire.- Existing mains must be kept in service when water main taps are made. If fire hydrants are constructed on the internal loop, the water main must be 12" diameter to meet commercial fire flow requirement(s).
40. A 15-foot public water easement shall be recorded prior to water system acceptance.
41. Since the interior drive does not provide a turnaround for access to the proposed manholes, the sewer through the site is to be privately owned and maintained.
42. Since the units are multi-family, one side sewer may be provided for each building, rather than individual side sewers.
43. Storm mains on the site shall be privately owned and maintained.
44. Fire, irrigation, and commercial domestic lines will have backflow requirements. Backflow on residential domestic lines will be necessary if fixtures are located 30 feet higher than meters.
45. All unused utility stubs are to be abandoned and plugged.
46. Meters located in vehicular areas must have traffic lids. Locate meters as close as possible to building. Proximity to right-of-way may be required and shall be confirmed prior to Site Work permit submittal.
47. Final hydrant locations will be reviewed with the site utility permit. A hydrant must be located within 50-feet of FDC for all buildings. Additional hydrants may be necessary to meet requirements.
48. Fire sprinkler closets shall be located as follows, as close as possible to the road; or, as approved by ESFR:
 - a. Building 1 – East side of building, adjacent to Unit 3
 - b. Building 2 – West side of building, adjacent to Unit 4
 - c. Building 3 – South side of building, adjacent to Unit 13
 - d. Building 4 – South side of building, adjacent to Unit 19
 - e. Building 5 – North side of building, adjacent to Unit 25
 - f. Building 6 – South side of building, adjacent to Unit LW-1

Miscellaneous

49. Parcel 16-1's recreation requirement will be provided by both the plaza between Buildings 1 and 6 and the landscape area north of Buildings 3 and 4. For the plaza to be counted as recreational space, elements which allow the space to be used for "play" shall be introduced. Recreation elements provided within the plaza area should be selected and sited so that they create a working balance with the adjacent retail/commercial businesses. These elements would include an interactive sculpture and other elements to provide recreational opportunities within the plaza. In addition to the urban plaza, there will be a more passive landscape area to complement it. Until the facilities and/or equipment for these are identified, final approval is not granted. An easement shall be recorded on the main Village Square plaza and trail, allowing public use. To ensure the plaza can accommodate all the various uses identified for it, the stair connecting the interior drive and plaza shall be modified to integrate with the uses and ensure there are not excessive steps without a landing.
50. Any future construction permits (utility, landscape, or building) need to include a separate traffic and pedestrian control plan to comply with City of Issaquah Code. This plan shall indicate where construction worker parking will be located. Saturday work permits shall not be issued.
51. Fire and General Government mitigation fees specified in Appendix I must be paid on a per unit basis for each residential unit and on a square footage basis for commercial/retail units at the time of individual building permit approval. The amount of this fee may be adjusted in accordance with Section 4.0 of Appendix I.
52. All curbs at Talus must be vertical, unless otherwise approved by the Development Services Department such as for fire access or some other unique circumstance. No extruded curbs are allowed.
53. The applicant must modify the garbage configuration prior to submitting for a Building, Landscape, or Utility Permit. Modifications shall include:
- the garage of each residential unit (Buildings 2-5, and two eastern units of Building 1) must have room for three totes, one for each waste stream (garbage, food, recycling). Likewise the upstairs units for Building 6 and the western unit of Building 1 shall have three totes, one for each waste stream.
 - for the retail building the garages or another location (such as under the plaza), must be provided to potentially accommodate appropriately sized dumpsters (for all three streams) for the uses occupying the ground floor retail. Waste collection may be comingled for the retail users.

54. Any walls, rockeries, or slopes with greater than a 2.5 ft. fall shall have approved fall protection if people might reasonably use an area near the top of the wall.
55. The applicant shall consider applying techniques identified in the current Talus green building program. Prior to submitting for Building Permit the applicant shall schedule and hold a meeting with the City to discuss ways the buildings could be modified to minimize its impacts on natural resources.
56. Building, landscape, or utility permit must show the location of site furniture such as benches, trash cans, pet pick up stations, etc...
57. Railing at top of wall needs structural design and approval by wall designer.

Reasons for Decision:

1. The purpose of the ASDP process is to ensure that proposed projects are:
 - consistent with Talus and City policies and regulations;
 - designed to harmonize with the neighborhoods;
 - designed with consideration of the site attributes (topography, wetlands, waterways, and views);
 - designed for the efficient and effective layout of the infrastructure; and
 - designed to achieve, protect, and enhance the character of Talus.Finally, the planning level review of the ASDP allows an applicant to obtain a land use decision prior to preparing detailed construction plans. As such, the plans are intentionally conceptual in nature and will likely receive further refinement and development during development of construction plans. Additional permits will be required for signs, buildings, and on-site improvements and utilities.
2. The Applicant submitted a revised site plan on January XX, 2014 in response to a request for additional information. The changes provided with the updated site plan are reflected in the narrative of this staff report and all conditions provided herein shall be based off of the updated site plan – Sht. A2.0.
3. The application met City of Issaquah noticing requirements.
4. The proposal has been reviewed for its consistency with Talus' development standards. With incorporation of the conditions, the application is generally consistent with these standards including goals (Appendix A), urban design guidelines (Appendix B), uses and densities (Appendix C), stormwater (Appendix D), capital facilities (Appendix I), parks/plazas (Appendix L), parking (Appendix P), landscape (Appendix Q), and Environmental Mitigation (Appendix T).
5. The proposal has been reviewed for its consistency with previous approvals including the preliminary plat (PP00-007EV, Master Plat), the final plat (FP00-001EV), the lot line adjustment (LLA03-004EV), and site development permit for the balance of Parcel 16

(SDP03-001EV) as well as Parcel 13 (ASDP06-001EV). With the above conditions, the application is consistent with these permits.

6. The requirement to construct a Community Center within Parcel 16-1 was released and forgiven upon the conveyance of Lots 83 and 84 in Parcel 13 to the City of Issaquah per the terms of the Memorandum of Understanding executed between Talus Parcel 16-1 LLC, Talus Village Center II LLC, and the City of Issaquah on June 16, 2012. See Attachment 2

Talus Village Center II completed the conveyance of Lots 83 and 84 in Parcel 13 to the City on February 12, 2013 per and the attached Statutory Warranty Deed (Rec. No. 20130212001724). See Attachment 3

7. The Main Body of the Development Agreement establishes the framework for satisfying the requirements of the Development Agreement. It also contains the base information for the proposed development (i.e. land allocation, number of residential units, amount of commercial, required mitigation, etc.). Section 9.0 identifies Allowable Development limits for Talus of 1,735 residential units, 50,000 gross sq.ft. of retail, and 800,000 gross sq.ft. of commercial office uses. Projects which have, through previous permitting, applied retail and commercial uses are:

Location	Square Footage	Use	Permit type
Parcel 13	6,000 sq.ft.	Village Center retail	Building Permit
Parcel 16.1	6,000 sq.ft.	Village Center retail	Administrative Site Development Permit, ASDP05-001EV as modified by ASDP06-001EV for Parcel 13
Parcel 17A	300,000 sq.ft	Commercial converted or committed for 253 residential units (total number adjusted using density bonus) and 32,655 sq.ft. office	<ul style="list-style-type: none"> ▪ AM04-001EV, converting residential and allow the use (See NOD Rationale #4; Triad request for Election, Bullet 11) ▪ Site Development Permit, SDP03-002EV ▪ Phase 1Bldg Permit, BLD06-00070: containing 184 independent living units, 36 skilled nursing beds
Parcel 17B	505,259 sq.ft. 9,730 sq.ft.	Commercial Retail (office support)	SDP07-001EV

This proposal contains 6,000 sq.ft. of retail, just as ASDP05-001EV as modified by ASDP06-001EV did. With the proposals identified above, all the commercial is accounted for through planning level permits and there remains 28,270 sq.ft. of retail. Approximately 1,213 building permits have been issued, out of the 1,735 total residential allowed. (300,000 sq.ft. of commercial was converted to residential, but all of this additional residential is associated with Timber Ridge. The Master Developer has also committed, in a December 4, 2007 letter, to allow up to 5 dwelling units to be converted back to office for the purpose of providing the Talus Corporate Campus applicant with the square footage needed for the Parcel 17B's proposal. This would leave at least 1,730 residential units to be developed, separate from Timber Ridge; approximately 1,267 building permits have been issued.) Thus sufficient Allowable Development is available for this proposal.

8. AM04-001EV, Condition #9, states: "At least 12,000 square feet of retail development will be provided in the Village Center area of Parcels 13 and 16 at the time those parcels

develop.” Parcel 13’s building permits (BLD07-00254 and -00255) contain just over 6,000 sq.ft. of retail space. Thus Parcel 16-1 must contain 6,000 sq.ft. of retail space to result in a total of 12,000 sq.ft. of retail in Parcels 13 and 16-1. Such retail should be provided early enough in the construction of the residential portion of the project that the provision of the retail space is ensured.

9. Specifically, the request would provide the option for up to three additional multi-family residential units to be provisionally located in Buildings 1 and 6. The applicant has stated that the portions of Buildings 1 and 6 used to fulfill commercial space requirements will be constructed entirely to commercial specifications so as to facilitate the incremental achievement of the conversion of residential units to non-residential units in Buildings 1 and 6, and to ensure compatibility between alternative building uses. In order to encourage the conversion from residential to non-residential uses and compliance with the retail development provisions of AM04-001EV, Buildings 1 and 6 will:
 - be constructed entirely to non-residential specifications according to current building and ADA and other applicable codes (minimum 6,000 sq. ft);
 - be designed so that the upstairs units can be used separately for non-residential;
 - have the capability for each of its units to be individually sub-metered for potable water;
 - be designed so that the ground units are constructed with retail character through the use of, weather protection, separate entrances to individual units from the plaza; shop windows, etc..;
 - utilize a non-residential architectural style;
 - utilize marketing materials that explain the non-residential potential of the units;
 - not be subdivided in order to ensure that at least 6,000 sq. ft. of retail space is available on Parcel 16-1.
10. This Parcel 16-1 proposal is for 25 dwelling units on 1.13 acres. Additionally, 3 residential units may be located within Buildings 1 and 6 until such time as there is economically feasible demand for non-residential uses to occupy those spaces. The parcel is designated as Village Center which permits community center, personal services, neighborhood retail, multifamily, etc... uses, consistent with the proposal. The allowed density is 23-150 or 200 du/ac; the proposed density is about 22 du/ac. To achieve 23 du/ac would require one additional dwelling unit or reducing the lots size by about .04 ac. This is slightly less than the desired density; however, this is the fifth attempt to develop this property and owner could request an AMM to reduce density to the medium density. With the presence of the non-residential uses this sufficiently complies.
11. The Village Center is the heart and hub of the community. The Village Center has been split between Parcels 13 and 16-1 which was anticipated in the Development Agreement, e.g. Exhibit C-1 of Appendix C. All the descriptions of the Village Center in the Development Agreement, also include a description of its pedestrian friendly character and high-density mix of uses with “...a lively, bustling atmosphere.” It is further described as “The multi-story, architecturally varied and articulated, often mixed use buildings relate to one another to form the boundaries of the share public realm. Building setbacks are minimal and at street level buildings contain active uses such as shops, lobbies, or courtyards to create an extension of the public space. Entrances to buildings will be from streets, parks, plazas, or similar public areas;.... Pedestrian amenities such as wide sidewalks adjacent to retail and commercial uses, street furniture, and well-marked pedestrian crossings create a pleasant and comfortable atmosphere and draw people to the area. The Village Center is also aesthetically

connected to the other neighborhoods in Talus through the use of reoccurring elements such as indigenous or native type landscaping and building materials. ... Art work is encouraged in the Square to provide interest, festivity, and focal points. For pedestrian convenience, the [Village] Square contains weather protection as well as directional and informational signage.”

Blank walls adjacent to pedestrian areas, buildings setback or buildings lacking windows or entries adjacent to the sidewalk, missing weather protection, inconsistency of design between both sides of the street, etc... do not support the expectations of the Development Agreement.

12. The Urban Design Guidelines state that stairs to the Village Square will “...create visually prominent and interesting travel and entry ways while taking up grade.”
13. The Development Agreement calls for a Community Center to be provided within the Talus Village Center. E.g. Goal 12.4: “Plan the Village Center to accommodate a privately owned community center with space for senior activities, day-care, recreation activities for adolescents, meetings, social events, exhibits, etc...”. Other parcels are still available within the Village Center for construction of a Community Center.
14. Appendix C, Section 5.0 establishes the setbacks for buildings in Talus. The setbacks for Village Center retail or High Density Residential are 0 ft. from ROW; 0 ft. from interior property lines unless low density uses are adjacent. The Master Developer has established that Parcels 16-2 and 16-3 are medium density, so no setbacks are necessary.
15. No new roads are proposed with this permit. Sidewalks surrounding the site have been constructed with previous adjacent roads and subdivisions, except on Cougar Ridge Road. However, some modification to Talus Drive is proposed: to restripe for on-street parking. Spine Road Type III is the applicable standard as it is to be used “...where on-street parking is necessary or desirable.” Type I is for Talus Drive where it meets SR900, Type II is with a median but no parking, and Type IV is where there will be no median and the road is transitioning to other road types. It appears that the permit meets the Spine Road Type III standard which can be confirmed with construction permits.
16. Parking needs at Talus are accommodated three ways: on-street to the greatest extent possible; parking within units wherever possible; and surface parking when necessary. This hierarchy of parking has been utilized in designing Parcel 16-1.

All residential units within the project are 2+ bedrooms and therefore require two parking stalls per unit. These stalls are provided within private garages below each unit. The Development Agreement allows up to 50 percent of the residential stalls to be tandem stalls. As such, three of the required stalls cannot be credited toward the residential requirement (see table below). However, because each residence contains two stalls, and because there is additional parking provided on Talus Drive and Shy Bear Way, the proposal complies with the residential parking requirements as all units provide at least two stalls and there is sufficient additional on-street parking provided on the abutting streets.

The retail/commercial component of the project generates a code requirement to provide 17 parking stalls. The retail/commercial parking is provided as follows: six (6) stalls on site (including 1 ADA stall); three (3) stalls provided for employees, to be located on the inward

half of the tuck-under parking of Buildings 1 and 6; six (6) stalls provided on the outward half of the tuck-under parking of Buildings 1 and 6; and, two (2) on-street stalls as allowed under the on-street parking credit allowance.

17. The following table summarizes the required parking for the Parcel 16-1 proposal per the Development Agreement, Appendix P:

Use	Required Parking
Residential*	
Unit Type A - 16 units x 2 spaces/unit	32
Unit Type B - 9 units x 2 spaces/unit	18
Total Residential parking	50 parking spaces
Village Center Commercial/Retail 6000 sq.ft. ÷ 350 non-res'l sq.ft./parking space	17 parking spaces
Total Required Parking	67 parking spaces
(1 loading space is required and is provided along Shy Bear Way NW. This loading space is not included in parking calculations).	

Location	Provided Parking
On Site:	
<u>Residential</u>	
Unit A – Tandem**	32 **
Unit B – 2 bay garage	18
<u>Retail/Commercial</u>	
Retail (tuck-under Buildings 1 and 6) ****	12
On-site stalls	6 (Includes 1 ADA stall)
Total On-Site parking	72 parking spaces
On-Street Parking***	
Talus Drive	11
Shy Bear Way	7
Total On-street parking	18 parking spaces
Total Provided Parking	86 parking spaces

* The required amount of parking would not increase in the event that the upper level of Buildings 1 and 6 is used provisionally as residential, and therefore, the parking assumptions are not changed.

** Tandem parking may account for only one-half of the required residential parking. 50 required spaces = 25 may be tandem. 32 provided tandem = 7 tandem stalls over. Only one-half of tandem stalls (the stalls located closest to garage door) over the allowed parking requirement will be counted, $7/2 = 4$ (rounded up), resulting in 3 tandem stalls not allowed to be counted.

*** Parking credits: Up to 10% of the required retail/commercial parking can be provided by using on-street parking credits. For this project, the retail/commercial uses may use up to two (2) on-street parking credits (17 stalls x 10% = 1.7 (rounds up to two stalls)).

Additional parking requirements:

Bikes: For every 12 required car parking spaces, there must be 1 bike parking space. These 7 bike parking spaces should be located to serve both the residential and non-residential uses.

Compact: One stall is shown as compact.

ADA: the building department will need to determine if the proposal is appropriate based on the IBC and ADA requirements.

Loading: One loading stall is required and is provided along Shy Bear Way NW.

18. The Master Trails Plan for Talus includes a trail connecting from Parcel 17 through Parcels 16-2 and -3 to Parcel 16-1. The Master Trails Plan showed, and SDP for Parcels 16-2 and -3 assumed, that the pedestrian trail would go through the middle of Parcel 16-1 to provide a pleasant and direct pedestrian connection to the Village Square. Though not marked, the pedestrian route shown through the site (between Buildings 3 and 4, and between Building's 1 and 2) serves as the required trail. As this trail connects development parcels and is shown in the Master Trails plan, the trail must be a Neighborhood Trail that is a minimum of 6-8 ft in width with 4 ft borders on each side. Generally a 4 ft border is provided. Through an Administrative Minor Modification the applicant can propose alternative measures to meet these purposes, e.g. architectural elements, such as a trellis, with vines. To ensure this required trail is accessible and available to the public, way-finding signage shall be provided to direct pedestrians to the trail; and a public access easement must be recorded.
19. This proposal includes a plaza at the intersection of Shy Bear Way and Talus Drive; it is regulated per Appendix L. The determining factor is size with a threshold of 2,000 sq.ft.; the plaza is approximately 3,039 sq.ft. The regulated plaza meets the requirements with non-asphalt paving; however, at least two seats are required, and no more than 50% of the edge may be obstructed with structures over 36 inches in height. The guidelines also indicate that sidewalks should be integrated into the plaza. The plans are consistent with this design guideline as both the plaza and adjacent sidewalk are shown across the same grade (they are flush with one another). No areas of the plaza are specified to be for the exclusive use of any tenant; however, as this plaza is also counting toward the Recreational Requirement, the plaza shall be generally available to the tenants and public without requiring patronage of a business.
20. Some minor information is incomplete which can be added with construction permits such as site furniture such as benches and trash cans. Location and/or number will be determined with the utility or building permits. The Urban Design Guidelines state that the Village Square will include "pedestrian amenities such as benches, drinking fountains, and trash receptacles."
21. The BMP for walkways especially those which include steps or ramps is that they provide 5 feet clear, just like a sidewalk. This provides the public, especially in a denser project, the ability to safely and comfortably walk. Also the Master Trails plan requires a Neighborhood

Trail be a minimum of 5 ft wide. The use of two steps together, improves people's ability to notice the steps and thus prevent tripping. Asphalt is associated with vehicular routes, not pedestrian routes. Also sidewalks must be constructed in concrete. While there are some locations where asphalt pedestrian trails may be allowed, a dense urban environment is not one of them.

22. No information was provided on the elements that would be incorporated into the plaza to support them counting as recreational use. However, the Village Square should have elements such as artwork and fountains per the Urban Design Guidelines to add "interest and fun." These will also function to introduce a play element, supporting the recreational uses. Finally, a centrally located sculpture will provide a complementary relationship to the future one in Parcel 13; that kind of harmonizing of each side of the street is also anticipated by the Urban Design Guidelines.
23. Parks mitigation fees may be required for the project, pursuant to Appendix I of the Development Agreement. The fees will need to be paid unless it is determined that other recreation facilities offset the required fees, pursuant to Section 5 of Appendix I. Other impact fees are due with certain milestones specified in Appendix I.
24. The configuration of the trails and landscape area located at the north end of Buildings 3 and 4 should be designed in order to maximize the amount of usable outdoor area, and, so that the trails are provided with the requisite landscape borders. As shown on the plans, the trail connection leading to the plaza directly abuts a surface parking stall and must be shifted in order to provide the required landscape border. Additionally, the Applicant has indicated that it may be possible to relocate the trail so that it flanks the interior drive aisle. Doing so has the potential to create a more useable interior space and it may be possible to design the trail without constructing a staircase.
25. When an ASDP is submitted, the entire development of the property must be shown, even if it will be built in phases. A project built in phases allows areas to be used for parking and other construction or temporary needs as well as timing construction to respond to the market. However, the City of Issaquah code requires that following grading, landscape must be installed no longer than 3 years after the grading occurs; a bond will be collected with the permit to ensure this landscaping occurs. Additional conditions may be necessary to ensure that sufficient services and facilities for functionality, safety, etc...are provided for each phase, e.g. landscape, parking, recreation, etc....
26. Since this site is small and the surrounding area is fully developed, any construction plan should show the location or method for staging construction materials and equipment and for housing (and parking) workers and facilities needed during construction. The goal is to minimize impacts on the existing neighbors.
27. The existing roads surrounding Parcel 16-1 were reviewed to compare the proposed land uses with the capacity of the roads. Talus Drive, Shy Bear Way, and Cougar Ridge Road each have capacity for the land uses proposed in Parcel 16-1.

28. Identifying wet and dry utility vaults, meters, equipment, and appurtenances now is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification.
29. An easement is needed to ensure access for public access for the plaza and pedestrian trail.
30. The driveway shown for the ADA stall located between Buildings 5 and 6 does not match a City standard and appears wider than necessary for a van to access the stall. The driveway should be reduced in width so that only the portions where a car or van would drive are part of the driveway in order to minimize the impact on the pedestrian environment. Additionally, it is unclear if the driveway utilizes a ramp or if the driveway and ADA stall are flush with the street. As such, the design of the driveway and ADA stall will be reviewed with the construction permits to ensure that safe access is provided for pedestrians, vehicles and users of the ADA stall.
31. On the northern portion of Cougar Ridge Road a one-way arrow is currently installed near the proposed drives into Parcel 16-1. However, this road is designed for two way traffic. The arrow will be removed or revised to clearly communicate that this road is designed for two way traffic.
32. The right-of-way, as a publicly owned and maintained facility, must meet certain minimum design requirements to ensure that the construction is durable. Thus root barrier must be installed adjacent to it.
33. Another way of creating a sustainable community is through building and site design, also known as green building. The master developer and City are working together to ensure that the community works toward this goal.
34. Street standards for public and private roads are the same at Talus. With a few exceptions, only vertical curbs are allowed and extruded curbs are not.
35. Appendix T, Section 7.3 requires that lighting be kept to the minimum needed for public safety. The design of the entries, landscape, and lighting should be used to minimize or eliminate these impacts.
36. As all the properties surrounding this site have been developed, a final grading plan for Parcel 16-1 which resulted in steep slopes, as defined in Appendix E, could require buffers or building setback lines on adjacent properties which could not be met as they have already been developed. Thus avoiding grades which would be categorized as steep slopes will avoid these conflicts
37. No signs are approved with this approval. Separate sign review is required.
38. Copies of the submittal were distributed to City departments and the City's waste purveyor. Comments were received verbally and/or in writing from Eastside Fire and Rescue and Waste Management; these were incorporated into the approval conditions as appropriate. No

comments were received from the Public Works Operations, Building, Planning, and Police Departments.

39. The proposal is within the Project Envelope for Talus and so no further SEPA review is required per Appendix G.

Mike Martin, DSD Associate Planner

Date

Attachment List:

1. ASDP Drawings by Freiheit and Ho Architects, January 29, 2014
 - Sht. A0.1– Project Information
 - Sht. A2.0 – Site Plan

ASDP Drawings by Triad Associates, October 2, 2013

- Sht. 1 of 6 – Title Sheet
 - Sht. 2 of 6 – Topographic Survey
 - Sht. 3 of 6 – Preliminary Grading Plan
 - Sht. 4 of 6 – Preliminary Utility Plan
 - Sht. 5 of 6 – Preliminary Fire Protection Plan
 - Sht. 6 of 6 – Preliminary Landscape Plan
2. Memorandum of Understanding, June 16, 2012
 3. Statutory Warranty Deed, February 12, 2013

Cc via email: John Minato, DSD Director
Dave Favour, DSD Deputy Director
Lucy Sloman, DSD Land Development Manager
Keith Niven, Economic Development Director
Dan Ervin, RH2 Engineering Consultant (by email)
Darren Peugh, Talus Management Services (by email)
Bill Stalzer, Talus ARC (by email)

